Department of Transportation
and
Infrastructure Renewal

Annual Accountability Report

for the Fiscal Year

2013-2014

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1. Accountability Statement

The Accountability Report of the Department of Transportation and Infrastructure Renewal (TIR) for the year ended March 31, 2014, is prepared pursuant to the *Finance Act* and government policies and guidelines. These authorities require the reporting of outcomes against the Department of Transportation and Infrastructure Renewal Statement of Mandate for the fiscal year 2013-2014. The reporting of TIR outcomes necessarily includes estimates, judgments, and opinions by TIR's management.

We acknowledge that this Accountability Report is the responsibility of the TIR's management. The report is, to the extent possible, a complete and accurate representation of outcomes relative to the goals and priorities set out in the Department's 2013-2014 Statement of Mandate.

<original signed by>
Minister
Hon. Geoff MacLellan

<original signed by>
Deputy Minister
Paul LaFleche

2. Message from the Minister

It is my pleasure, as the Minister of Transportation and Infrastructure Renewal (TIR), to present the Department's accomplishments for the fiscal year 2013-2014.

In January 2014, TIR released the fifth edition of the 5-Year Highway Improvement Plan which highlights projects completed during the 2013-2014 construction season. This plan reflects a balanced approach to improving our roads, with a larger portion of the highway improvement budget directed to improving paved roads before they become severely damaged and require costly repairs. Investing in work identified in the plan is one of the best ways to create jobs and improve the quality of life in our communities. Additionally, the Department's revised approach to planning ahead for highway resurfacing is working. In 2013-2014, the Province resurfaced more than 1000 kilometers of road – creating safe and efficient roadways for all Nova Scotians and visitors.

I am also pleased to highlight that Kings County Academy in Kentville achieved LEED Gold Certification in 2013. This new school building was originally targeted to achieve LEED Silver Certification, however has surpassed that goal. The Department continues to actively target a design and construction for new buildings to LEED Gold Certification standards, where feasible.

TIR has a strong, dedicated and hard-working workforce and I would like to commend all employees on the 2013-2014 accomplishments and offer my ongoing support for 2014-2015. I encourage all readers to visit the TIR website at http://novascotia.ca/tran/ to learn more about the range of initiatives underway within the Department.

<original signed by>
Hon. Geoff MacLellan
Minister
Transportation and Infrastructure Renewal

3. Financial Results

Program & Service Area	2013-2014 Estimate ($ thousands)	2013-2014 Actuals ($ thousands)	Variance ($ thousands)
Departmental Expenses			
Senior Management	922	978	56
Corporate Services Unit	2,931	2,543	(388)
Policy and Planning	1,348	1,398	50
Highway Programs	360,892	374,874	13,982
Public Works	59,365	77,471	18,106
Total Departmental Expenses	**425,458**	**457,264**	**31,806**
TCA Purchase Requirements	**299,875**	**306,636**	**6,761**
Provincially Funded Staff (FTE's)	**2,056**	**2,002**	**(54)**

Budget 2013-2014 to Actual Variance

Transportation and Infrastructure Renewal was $31.8 million or 7.5% over budget mainly due to increased snow and ice control of $14.5 million, an increase of $2.3 million in insurance related claims, $16.1 million for environmental remediation projects and 3rd party recoverable work of $2.9 million. These pressures were partially offset by amortization savings of $1.6 million due to longer than expected completion dates of TCA projects and operational savings of $2.4 million.

Highways TCA Purchase Requirements: Increase due to additional equipment purchases and repaving projects expenditures partially offset by reduction in major highway and bridge construction projects.

Public Works TCA Purchase Requirements: Increase due to the acceleration of Northeast Nova Correctional Centre project of $6.6 million and the Halifax Law Courts project of $2.6 million. These increases have been partially offset by delays in other Public Works TCA projects.

Provincially Funded Staff (FTE's): Timing of vacancies being filled.

4. Measuring Our Performance

ENGAGEMENT INDEX (How's Work Going Survey)

TIR is committed to ensuring its workforce is proud, capable, engaged, healthy and diverse. Our employees continue to play an invaluable role within the department and demonstrate ongoing commitment and dedication to Nova Scotians.

What Does This Measure Tell Us?

The Engagement Index, developed by the Public Service Commission, is used for this measure. The Engagement Index measures the extent to which individuals feel connected to and involved in their job and their organization and their level of satisfaction and commitment.

Where Are We Now?

The overall Engagement Index for 2011 (base year) was 58. The Engagement Index for 2013 was 52, showing an overall decrease within the Department.

Priority
Implement employee engagement plan

Accomplishments

- The TIR Engagement Progress Report was distributed to all staff in March 2014. Employees were asked to provide feedback on new action items for future initiatives, to be completed in the next 1-3 year time span.

Priority
Complete the TIR diversity plan and begin implementation.

Accomplishments

- The Diversity Council continued work throughout 2013-2014 to develop the TIR Diversity Plan. A workshop was held in October 2013 to finalize the plan, and the Council's Terms of Reference was updated. The plan has now been finalized and was approved by the Executive Committee in March 2014. Working groups have been established under the Diversity Council and a part time, 6-month-term position for a coordinator is being established to move the plan forward.

Priority
Partner with Public Service Commission to develop manager capacity in recognizing and coaching performance.

Accomplishments

- Human Resources staff continued development of a program where district HR staff will be working in partnership with managers to address attendance management issues.

Where Do We Want to Be?

The Departments goal is to increase the overall Engagement Index.

IMPROVE MORE ROADS IN MORE COMMUNITIES

The 5-year Highway Improvement Plan includes a commitment of highway capital funding to pavement preservation. This funding is directed to improving paved roads before they become severely damaged and require costly repairs. This approach helps to make sure available funding is used in an efficient and effective manner. Moving from a 'worst first' to a more balanced approach that includes pavement preservation increases both the overall condition of the highway system, and the number of kilometers repaired in any given year.

What Does This Measure Tell Us?

For this measure, completed projects are considered as 100% complete, started projects as 50% complete and deferred projects as 0% complete.[1]

Major construction work, asphalt, and bridge replacement/rehabilitation work are as identified in the 5-year plan:

- Major construction includes 100 series highways construction and expansion, construction on arterials and connectors. For 2013-2014 a new category in this section was added for Construction for Local Roads.

- Asphalt is broken out into repaving of 100 series highways, repaving Arterial/Collectors (i.e., trunks and routes), repaving local roads, pavement preservation, and paving subdivision roads;

- Bridge Replacement/Rehabilitation includes major bridge projects, other bridge projects, and bridge rehabilitation work.

The difference between Major Bridge Projects and Other Bridge Projects is the dollar value; major bridge projects include any bridge replacement that is $2 million or more; other bridge projects are capital work meeting the threshold of $250,000 and under $2 million.

Where Are We Now?

In 2013-2014, some bridge projects were delayed due to change in scope of design and contractor work schedules, while other bridge projects were delayed pending signature of federal cost share agreements. Ninety-one percent of the total planned work outlined in the 2013-2014 edition of the 5-Year Highway Improvement Plan was completed.

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[1] Measurement of project completion under the 5-Year Highway Improvement Plan was amended in 2012-2013 to better reflect the actual results of project progress. Previous reports indicated started projects as 100% complete however, they are now noted as 50% complete. Figures for 2010-2011 and 2011-2012 have been updated to reflect this more accurate measurement model.

The Department's revised approach to planning ahead for highway resurfacing is working. In 2013-2014, the Province resurfaced more than 1000 kilometers of road.

5-Year Highway Improvement Plan				
Planned Work	**% Completed**			
	Base Year 2010-2011	**2011-2012**	**2012-2013**	**2013-2014**
Major Construction Projects				
100 Series Expansion	82%	100%	100%	88%
Construction 100 Series	100%	100%	100%	100%
Construction on Arterial and Collectors	94%	100%	67%	100%
Construction for Local Roads	n/a	n/a	n/a	0%
Asphalt				
Repaving 100 Series Highways	100%	100%	100%	100%
Repaving Arterial/Collectors	100%	100%	100%	97%
Repaving Local Roads	100%	100%	100%	100%
Pavement Preservation	98%	100%	100%	96%
Paving Subdivision Roads	100%	100%	100%	100%
Bridges**				
Major Bridge Projects	71%	67%	58%	46%
Other Bridge Projects	86%	79%	75%	88%
Bridge Rehabilitation	96%	88%	67%	50%
Additional Projects Moved Forward				
Various Repaving & Bridge Projects	n/a	100%	100%	100%
Total	**95%**	**94%**	**94%**	**91%**

Source: The 5-year Highway Improvement Plan (2013-2014 edition of the Plan maps out the planned projects and investments; the 2014-2015 edition lists the project status for the 2013-2014 projects)

Priority

Update and implement the plan for the next 5 year period (2014-2015 edition).

Accomplishments

- The 2013-2014 status report was included in the 2014-2015 edition of the 5-Year Plan that was posted on the Department's website on January 22, 2014.

Priority
Continue with chip seal crew established in 2011 construction season and establish an asphalt paving crew in the 2012 construction season.

Accomplishments

- To allow the private sector to take full advantage of all the upcoming projects, the asphalt plant and chip seal operation was discontinued, as of October 2013. The mobile asphalt plant was prepared for sale and advertised and marketed to prospective buyers by General Combustion Corporation in February 2014.

- A request for proposals for the sale of the surplus highway paving and chip seal equipment was advertised on the Nova Scotia Public Tenders Office website on February 27, 2014. The contract of sale was awarded in March 2014.

Priority
Provide earlier tendering of Highway Construction projects for 2013-2014 season.

Accomplishments

- The Department continues to work toward tendering projects as early as possible. In 2013-2014, the Department had 27 tenders either advertised or awarded before February 23rd with a total estimated value of $68.4 million. For the 2014-2015 Capital Program, 28 tenders were either tendered or awarded by March 31, 2014, for an approximate total of $50 million.

Where Do We Want To Be?

Our ultimate target is to achieve 100% completion of annual projected work identified on the 5-Year Highway Improvement Plan.

HIGHWAY INFRASTRUCTURE THAT SUPPORTS ECONOMIC GROWTH

The condition of our highway system plays a key supporting role in the development of the provincial economy and is measured using an International Roughness Index (IRI). IRI measures the average level of pavement roughness for 100-series highways (i.e., the riding comfort of 100-series highways).

What Does This Measure Tell Us?

IRI is measured on an increasing scale, where IRI = 1.00 would be new pavement, and IRI = 5.00 would be rough older pavement. An IRI value of 1.6 or below for 100-series highways is considered good according to the *National IRI Survey – 2001*. The level of riding comfort on 100-series routes reflects highways' contribution to increased economic development by enabling industry to access new resources, facilitating the transport of raw materials and finished goods, and providing mobility for workers and consumers to reach the work place and market place.

Where Are We Now?

The IRI has been consistently below the target of 1.60, decreasing from a high of 1.41 in 2005 to a low of 1.20 in 2010. The IRI is currently at 1.27 for 2013.

The percentage of 100-series highways with an average IRI below 1.80 has been consistent at 99.3% for the past 3 years.

Supporting economic growth – IRI Level

IRI Level	2005	2006	2007	2008	2009	2010	2011	2012	2013
Average IRI for the entire 100-series highways	1.41	1.37	1.37	1.30	1.28	1.20	1.32	1.25	1.27
% of 100-series highways with average IRU below 1.80	99.4%	96.9%	97.0%	99.4%	99.4%	99.4%	99.3%	99.3%	99.3%

Source: Data produced by Automatic Road Analyzer (ARAN)

TIR continues to work on strategic activities to provide highway infrastructure that supports economic growth and make life better for families travelling our highways.

Priority

Continue to invest in infrastructure projects under Federal funding agreements

Accomplishments

- The Provincial/Territorial-Base Funding has been extended to March 31, 2017 and Build Canada Fund continues until March 31, 2017.

- Examples of infrastructure projects include: Highway 104 Heatherton Bridge , Highway 125 Twinning from Sydney River to Grand Lake Road (Trunk 4) and Highway 103 Broad River to Port Joli project.

Priority
Work with other Atlantic Provinces to secure federal infrastructure funding

Accomplishments

- The Atlantic Provinces continued to work together to secure federal infrastructure funding. The New Build Canada Fund ($14 billion) was launched in March 2014. This fund, part of the $53 billion New Building Canada Plan, will support projects of national, regional and local significance.

Priority
Continue investment in expansion of 100-series highway system, through planning design and construction activities.

Accomplishments

Highway 101, Halifax to Yarmouth

- Planning and design work continued for the Granite Drive Interchange and Connector and the contact for clearing was awarded. This project is part of the Department's 5-Year Highway Improvement Plan.

- Planning and design work continued on the section of twinning from Three Mile Plains to Falmouth.

- Planning work continued on the section of twinning from Hortonville to Coldbrook and the upgrading of the section of highway from Digby to Weymouth to a new controlled access highway. No commitment for construction funding has been made.

Highway 103, Halifax to Yarmouth

- Planning and design work continued on the section of twinning from Exit 5 (Tantallon) to Exit 6 (Hubbards), including the proposed Ingramport Interchange and Connector, which is part of the Department's 5-Year Highway Improvement Plan. This project is construction ready, and clearing has been completed. Further tendering for this project is on hold pending funding under the New Build Canada Fund.

- Planning, design and construction work on the new alignment between Broad River and Port Joli continued. This new highway will consist of two sections which will remove traffic from Trunk 3 and improve safety. Detailed design work was completed in 2013-2014 and construction began on the Port Joli section, which has an anticipated completion date of fall 2015. Design work continued on the Port Mouton Section, with construction anticipated to be complete by fall 2016. Federal funding for this project is up to a maximum of $16.5 million under the Build Canada Fund.

Highway 104, New Brunswick to the Canso Causeway

- Planning, design and construction work on the new alignment from Beech Hill Road to Taylor Road continued. Contracts were awarded for South River Bridge, Taylor Road Underpass and Dunn's Loop Underpass with expected completion of these structures by fall 2014. The South Side Harbour Road Underpass tender was awarded and construction of this structure is expected to be completed by Summer 2014. The expected completion date of the total project is fall 2016. Total Funding for this project under Build Canada Fund is $30 million.

- Planning and design for the completion of the Heatherton Bridge was finalized in 2013-2014 and the tending process was initiated. This project has an expected completion date of summer 2015. Total funding for this project under the Build Canada Fund is $1.8 million.

Highway 105, Canso Causeway to Sydney

- Planning and design for the replacement of the Hume Bridge was completed and contract awarded for construction. The structure is expected to be complete by summer 2014. Total funding approved in principle for the project under Build Canada Fund is 2.25 million.

Highway 107, Burnside to Sackville

- Planning and design work continued on the new alignment from Burnside to Bedford in preparation for tender calls in 2015-2016. The environmental assessment work for this project continued.

- Planning and design work continued on a new alignment from Lake Loon to Preston.

Highway 125, in the Sydney area

- Planning, design and construction work continued on the twinning from Sydney River to Grand Lake Road. The Alexander Street Underpass structure and approaches were opened and construction of the subgrade from Exit 6 to Grand Lake Road was completed. The tender for a roundabout at Exit 8 (George Street) was awarded and is expected to be complete in spring 2014. The expected completion date of the total project is fall 2014. Total funding for this project under the Build Canada Fund is $15.27 million.

Priority

Continue to use pavement preservation strategies to improve the condition of the highways more cost effectively.

Accomplishments

- The Department continued the use of pavement preservation strategies such as chipseal, microseal, crackseal and maintenance paving as part of the annual capital program.

Where Do We Want To Be?

By 2012, TIR will strive to maintain the following IRI for Nova Scotia 100-series highways:

- Maintain the average IRI for the entire 100-series highways below 1.60
- Maintain the target of a minimum of 95% of 100-series highways with an IRI value of <= 1.80

IMPROVE HIGHWAY SAFETY

TIR is working toward the outcome of "improving highway safety" through various programs and initiatives. In September 2010, the Council of Ministers Responsible for Transportation and Highway Safety endorsed the *Road Safety Strategy (RSS) 2015*, which succeeds the *Road Safety Vision 2010*. The Road Safety Strategy does not include hard percentage based targets, but seeks to achieve directional downward trends in fatalities and serious injuries throughout its five-year duration. Downward trending will be measured using rate-based measures.

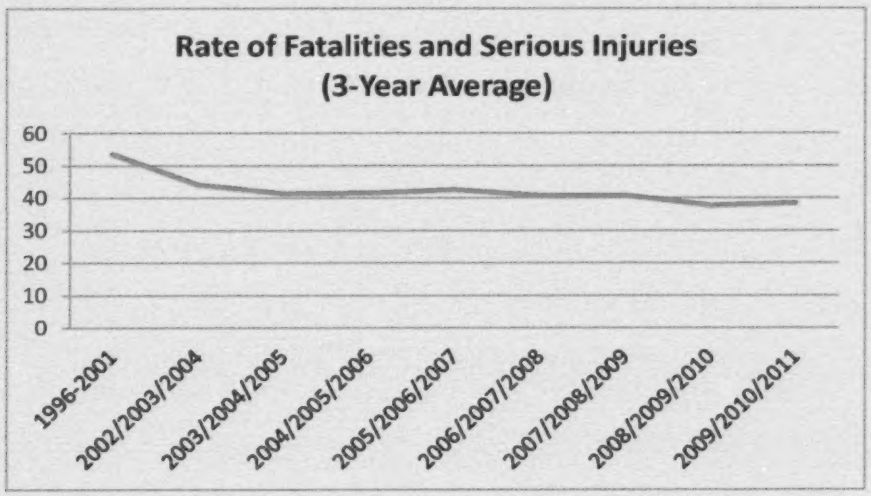
What Does This Measure Tell Us?

The casualty rate is calculated per 100,000 popul :ion and is reported on a three-year rolling average. Casualty rates are impacted by driver behavior, vehicle safety, enforcement, education, and engineering programs. The casualty rate is used by TIR as an overall indicator of how well government's programs are contributing to highway safety. A change in the casualty rate may be caused by any one or a combination of the factors listed.

Where Are We Now?

The three-year average rate declined until 2008/09/10, however the 2009/10/11 three-year average increased slightly. The average rate of fatalities and serious injuries, per 100,000 population, for 2008/09/10 was 37.7 and for 2009/10/11 was 38.4. The overall rate of fatalities and serious injuries has decreased over the 10-year period.

Traffic Collisions



Source: Nova Scotia Collision Record Database.
Data for 2010/11/12 and 2011/12/13 were not available at time of report writing.

TIR continues to work on strategic activities to improve highway safety through various programs and activities.

Priority
Continue implementation of the rumble strips program including both edge strips and centerline rumble strips.

Accomplishments

- Approximately 140 km ($325,000) of rumble strips were installed on 100-series, undivided highways (101, 103, 104 and 105), in 2013-2014.

Priority
Continue the in-service road safety reviews.

Accomplishments

- A new Road Safety Engineering Technologist was undertaking training for conducting road safety reviews. An in-service road safety review of Highway 103, Exit 7 was completed in 2013/2014.

Priority
Implement 5-year Road Safety Action plan in conjunction with stakeholder departments.

Accomplishments

- The Deputy Ministers of Road Safety (TIR, Health and Wellness, Service Nova Scotia & Municipal Relations, and Justice) approved an internal work plan on June 26, 2013. Some initiatives within the plan are underway including youth censing, and a drugs and driving symposium.

Priority
Continue the Road Safety Advisory Committee to provide advice to government around road safety initiatives.

Accomplishments

- RSAC continues to meet regularly, and discussions into how to make the committee more functional and relevant are ongoing.

- A study on speed zones was commissioned by RSAC in 2012-2013 to determine if lowering speed limits below 50 km/h in certain areas would be a safety and active transportation benefit to Nova Scotians. The study was completed in 2013 and findings

presented to RSAC. The presentation and RSAC's report and recommendation are available on the Department's website (http://novascotia.ca/tran/publications/)

- RSAC recommended to the Deputy Ministers Steering Committee on Road Safety for TIR *"To further study by means of a pilot project which would evaluate several trial sections posted at 40 km/h. to determine the effectiveness of lower speed limits on lowering the travel speeds. The pilot project would also help evaluate the warrant system suggested in the report for determining what road sections would be suitable candidates for lower speeds".*

- RSAC's recommendation has been approved by the department and a pilot project is planned for 2014-2015.

Priority
Continue with policy analysis of road safety issues.

Accomplishments

- Research continued on key priority areas including impaired driving, speeding, pedestrian and bicycle safety, and distracted driving. Additionally, research with key target groups, such as youth continued, to help support initiatives proposed in the upcoming road safety plan.

- The Department conducts an annual Road Safety Survey, among Nova Scotia drivers 16 and over, to assess knowledge, attitudes and behaviours about various road safety issues. The survey is used to support road safety legislation development, public awareness, enforcement strategies and program development. Upon completion of the 2013 Road Safety Survey, the Department now has 5 years of data from the Road Safety Survey.

Priority
Maintain Commercial Vehicle Safety Alliance (CVSA) standards for commercial vehicle inspections completed.

Accomplishments

- TIR commercial vehicle inspection officers continued to maintain and surpass performance expectations for CVSA inspections. Other accomplishments included outfitting 4 new patrol units for inspections, awarding a tender for scale replacement, Amherst inbound and staff participation in a Transportation of Dangerous Goods Course.

Priority
Maintain increased hours of operation for scale houses achieved in 2011

Accomplishments

- In 2013-2014 scale houses maintained an average of 100 hours/week per compliance station. Compliance officer vacancies continue to be filled, and the division continues to make effective use of its resources.

Where Do We Want To Be?

Our ultimate target is to decrease the three-year average rate of fatalities and serious injuries.

ENERGY EFFICIENT AND SUSTAINABLE BUILDINGS

TIR provides energy efficient and sustainable buildings to meet the guidelines of the Government's green policy for buildings. As part of the ongoing collaboration between the Public Works departments across Canada, TIR agreed to endorse and support sustainable "green" building design and to use Leadership in Energy and Environmental Design (LEED) as the tool to measure the degree to which each design meets the goal of achieving sustainable "green" building design.

What Does This Measure Tell Us?

The LEED Green Building Rating System is a measurement system that assigns credit points for sustainable building initiatives in the design and construction phases. There are four levels of LEED certification: Certified, Silver, Gold, and Platinum. LEED certification is only received after construction is completed.

Where Are We Now?

From 2009 onwards, the Department is targeting design of all new building to LEED Gold Standard, where feasible. As of March 2014, thirty buildings have been designed to achieve LEED Certification (2004-2014) and TIR has applied for LEED certification for 26 buildings. Of these, 6 have been certified LEED Certified, 1 certified LEED Silver and 1 certified LEED Gold. 17 buildings are pending LEED certification.

TIR continues to work on strategic activities to provide energy efficient and sustainable buildings to meet the guidelines of the Government's green policy for buildings.

LEED Certification Initiatives

LEED Certification	2004-2005	2005-2006	2006-2007	2007-2008**	2008-2009	2009-2010	2010-2011	2011-2012	2012-2013[2]	2013-2014
	#	#	#	#	#	#	#	#	#	#
New Buildings Designed to Achieve LEED Certification	4 of 6*	4 of 4	3 of 3	6 of 6	1 of 1	2 of 2	4 of 4	3 of 3	0 of 0	3 of 3
New Buildings that are certified LEED certified	3	1	0	1	0	1	0	0	n/a	0
New Buildings that are certified LEED Silver	1	0	0	0	0	0	0	0	n/a	0
New Buildings that are certified LEED Gold	0	0	0	0	0	1	0	0	n/a	0
New Buildings Pending Certification	0	3	3	3	1	0	4	3	n/a	3

*Two facilities included in this report did not pursue LEED Certification

** Two facilities did not meet the prerequisite for the LEED rating system

Source: Public Works Construction and Design projects database and Canadian Green Building Council's (CaGBC) certification process . LEED certification is only received after construction is completed and the application is reviewed by the certifying organization.

Priority

Design and construct all new buildings to achieve Leadership in Energy and Environmental Design (LEED) Silver Certification, where LEED certification is applicable.

Accomplishments

- Where applicable, recent building construction projects under the jurisdiction of TIR, are being designed and constructed to a minimum LEED Silver standard.
- Winding River Elementary (Stewiacke) and Lakeview Consolidated School (Porters Lake) achieved LEED Certified in 2013.
- Kings County Academy (Kentville), while targeted as LEED Silver standard, achieved LEED Gold Certification in 2013.

[2] No new buildings built in 2012-2013

- LEED Silver is being targeted for the new Northeast NS Correctional Facility in Pictou County. This project is currently under construction and is scheduled for completion in spring 2014.

Priority
Target design and construction for new buildings to LEED Gold Certification standards, where feasible.

Accomplishments

Ten projects are now targeted for LEED Gold Certification, including three new projects initiated in 2013-2014:

- South Dartmouth P-9 School (2013-2014)
- Eastern Passage District High School (2013-2014)
- Bible Hill Elementary School (Bible Hill) (2013-2014)
- Lunenburg P-9 School
- Yarmouth Memorial High School
- Bedford High School
- NS Medical Examiner's Facility – Dartmouth
- South Queen's Middle School – Liverpool
- West Highlands Elementary School – Amherst
- New Glasgow P-8 School

Where Do We Want To Be?

TIR's ultimate target is that all new buildings be designed to LEED Gold Certified.

ENERGY EFFICIENT AND SUSTAINABLE BUILDINGS

Another outcome of "Energy Efficient and Sustainable Buildings" is to provide energy efficient and sustainable buildings in order to meet the guidelines of the Government's green policy and decrease energy consumption in all new government buildings and major renovation projects.

What Does This Measure Tell Us?

When designing new buildings we strive to make them as energy efficient as possible, estimating how much energy, based on design, they are expected to use. This measure provides a comparison of the expected energy performance to actual energy performance for new buildings and major renovation projects.

Where Are We Now?

The actual energy data used for comparison purposes is provided by outside agencies and therefore, not always available for measurement purposes. Based on the data available, in 2003 the actual energy performance of four out of five (80%) buildings met or exceeded the theoretical energy performance. The actual energy performance of six out of seven (85.7%) buildings met or exceeded the theoretical energy performance in 2004. Funds and resources are now allocated to process the data of all new constructions (post 2004). Results are expected before the end of the 2014-2015 fiscal year. Energy data for buildings should be accurate and readily available by fall 2014 and on target to complete analysis by end of 2014-15 fiscal.

TIR continues to work on strategic activities to provide energy efficient and sustainable buildings to meet the guidelines of the Government's green policy for buildings and decrease energy consumption in all new government buildings and major renovation projects.

Priority

Continue to identify and implement measures to increase the energy efficiency of government owned buildings.

Accomplishments

- Government buildings continued to be assessed for potential energy efficiency retrofits, designs developed and measures constructed.
- Theoretical energy performance database was completed and is updated frequently
- Energy use inventory project on SAP was initiated and will be operational by Fall 2014

Priority
Analyze data comparing actual energy use versus simulated use and work with other government agencies to take corrective action if required.

Accomplishments

- Simulated energy use data collection for all government owned new buildings, constructed since 2001 is complete. Actual energy use data is now being collected for analysis, reporting, and action.

Where Do We Want To Be?

The annual target is to have 90% of actual results consistent with theoretical results. The ultimate target is to have 95% (or more) of actual results consistent with theoretical results.

OTHER ACCOMPLISHMENTS

In addition to the Department's accomplishments noted above:

- The Department continued to test new anti-icing techniques, including installation of brine storage tanks at bases across the Province, greatly increasing the capability of each District to apply pre-wet salt and application of Direct Liquid Application (DLA).

- TIR received approval to award an extension agreement to Bell Mobility for the upgrade of the Trunked Mobile Radio system. The upgrade will replace key network equipment and mobile and portable radios used by first responders and public works field staff. The new agreement will result in significantly expanded system (70 to 86 sites) coverage and tripling the number of radios (to approximately 3000) to be provided without charge to the volunteer public safety community across Nova Scotia.

- The Department presented the TIR Carrick (CLASS Act) Awards at the 2012 Employee Spring Conference. CLASS is an acronym standing for Creativity, Leadership, Above the Call of Duty, Safety, and Service. These awards are intended to recognize the good work of TIR staff. Award winners were:

    - **Creative Thinking Through Innovation and Resourcefulness**
        - Richard MacPherson – 3D Modelling Software
    - **Leadership**
        - Allan Surette, Bruce LeBlanc, Mike Saulnier, Richard Comeau, Bobby Gaudet, Glenn Surette, Dumont Richards, and Greg Melanson – Moises River Bridge Crew
    - **Above and Beyond the Call of Duty**
        - Scott Hawkes –developer/trainer, Public Safety and Field Communications
    - **Service to Clients and/or the Public**
        - Susan Whalen, Jennifer Eddy, James Howell, Ted Crews – Inventory Control Crew – Government Department restructure/relocation process
        - Chantil Cooper – Financial Services

- Phil Cox, with TIR's Building Design Group, was recognized by Efficiency Nova Scotia in 2013 and presented with the Shining Star Award. This award recognizes his outstanding, long-term leadership in pursing, promoting and implementing energy efficiency.

Appendix A – Public Interest Disclosure of Wrongdoing Act (PIDWA)

Annual Report under Section 18 of the *Public Interest Disclosure of Wrongdoing Act*

The Public Interest Disclosure of Wrongdoing Act was proclaimed into law on December 20, 2011.

The Act provides for government employees to be able to come forward if they reasonably believe that a wrongdoing has been committed or is about to be committed and they are acting in good faith.

The Act also protects employees who do disclose from reprisals, by enabling them to lay a complaint of reprisal with the Labor Board.

A Wrongdoing for the purposes of the Act is:

a) a contravention of provincial or federal laws or regulations
b) a misuse or gross mismanagement of public funds or assets
c) an act or omission that creates an imminent risk of a substantial and specific danger to the life, health or safety of persons or the environment, or
d) directing or counselling someone to commit a wrongdoing

Table A.1

The following is a summary of disclosures received by the Department of Transportation & Infrastructure Renewal:

Information Required under Section 18 of the Act	Fiscal Year 2013-2014
The number of disclosures received	**Nil**
The number of findings of wrongdoing	
Details of each wrongdoing (insert separate row for each wrongdoing)	
Recommendations and actions taken on each wrongdoing (insert separate row for each wrongdoing)	